Fort Hood Flight Safety and Standardization Committee

Garrison Airfield Operations Board (AOB)

1st Quarter FY 11

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- **Opening Comments:**

FHFSSC – Old Business

- **Issue**: AH64 CCA/diving fire training on the reservation being interrupted by aircraft flying the CARS.

- **Discussion:** CW5 Ham made a proposal to changes in the CARS and airspace scheduling. He was charged with formalizing his ideas and presenting them to a sub committee consisting of DAO Airspace, III Corps G-3 and Standards and a representation from all tenant units who want to attend. The results of this sub-committee were to be presented at the next Installation Safety and Standardization Council meeting.

- **Status: Open:** The Sub Committee met and the following is recommended.

Proposed FH 95-1 Changes

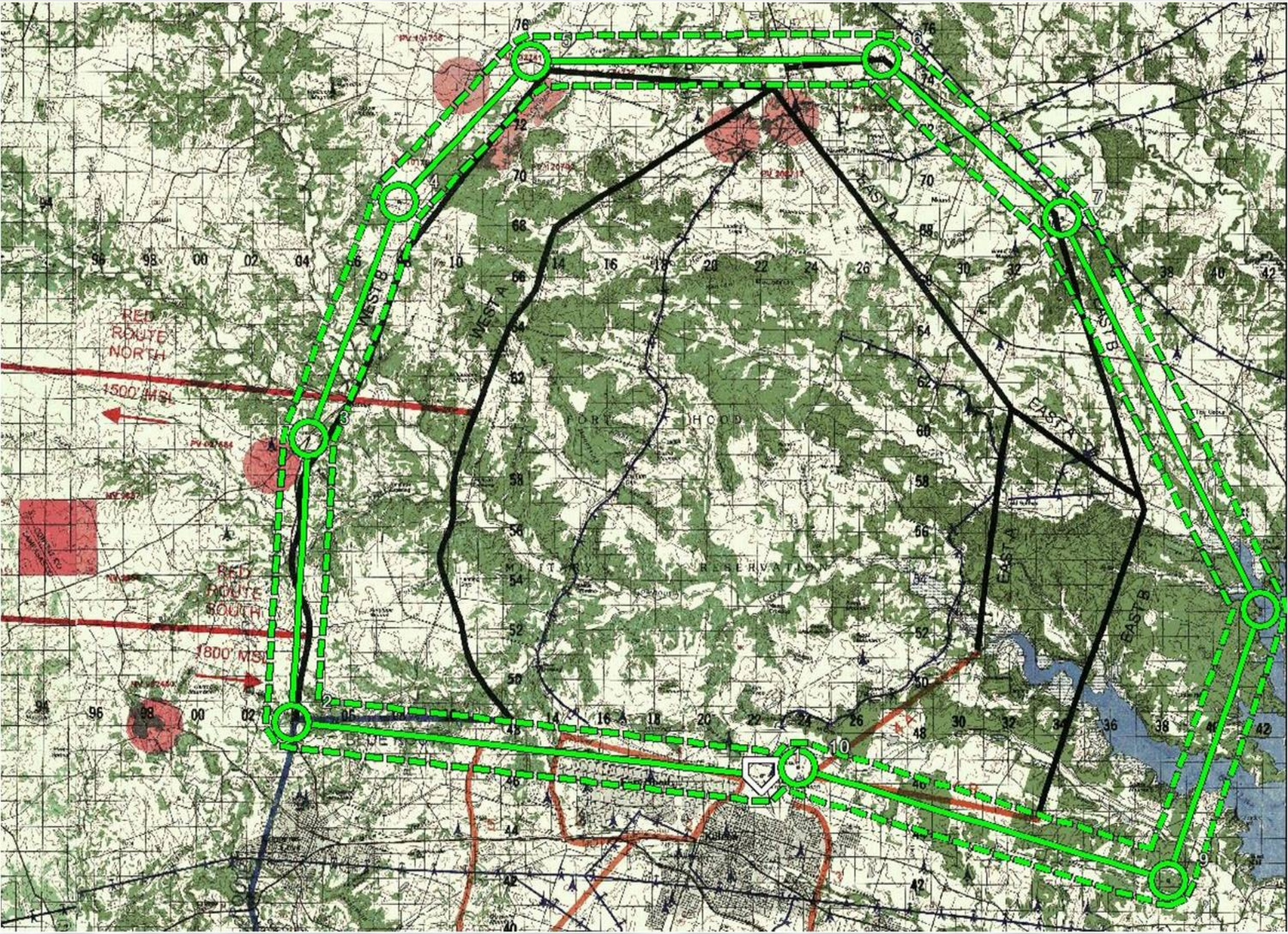
- CARS Alpha Route deleted.
- CARS Bravo Route adjusted slightly with new reporting points (see graphic). Altitude remains the same.
- Redline Route protected from scheduled airspace within 500m of the red line below 200’ AGL. Closed only for high density events between training areas and range (ie: running fire routes from a TA onto a range).
- Training Area dimension changed from Surface to 200’ AGL to Surface to 2,500’ MSL. All Training Area Boundaries remain the same.
- Remove the term sole-use airspace and replace with scheduled airspace.

CARS Bravo Summary

- CARS Dimensions +/- 500m from the centerline of the route.
- Initial Contact points for Hood Tower are CP **Cove** and CP **Arrowhead**.
- Tower may still request aircraft report ***Abeam*** Heiner and Henry for traffic flow control. Aircraft will remain on the published route and **not overfly Heiner** lake.

Red-line Route Summary

- Dimension are from the red-line out 500m, surface to 200’ AGL.
- Rules of the Road Apply. Northbound traffic on the East side will be 500m East of the red-line. Northbound traffic on the West side will be adjacent/above the red-line.
- Initial Contact points for Hood Tower are CP **Elijah Road** and CP **Curry Crossing**.
- Scheduled airspace does not include the Red-line route. The route is essentially a tunnel below any scheduled airspace. The route can be closed only by NOTAM for high density traffic between TA and the Range such as gunnery running fire events or UAS operations.


RED ROUTE NORTH
1500' MSL
RED ROUTE SOUTH
1800' MSL
WEST A
WEST B
EAST A
EAST B
FORT HOOD
MILITARY RESERVATION
1
2
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8
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10

FHFSSC – Old Business

- **Issue**: Sling Load Weights
- **Discussion**: Ron Deshotel, Ft. Hood Safety, discussed the sling load weights at Flight Strip 41. They are in poor repair and have no record of certification. III Corps has been in the process of getting bids to build sling load weights that meet current building and safety requirements. Funding will be an issue. In all likelihood, user units will have to fund the construction of these weights. Preliminary figures indicated a cost of approx $10,000 to build these weights. This figure does not include special stainless steel hardware that is required for which cost estimates are still due.
- **Status**: Currently, some changes in estimates were reported by Mr. Deshotel with an estimated total to build four weights in the vicinity of $17,000 but that there were still some issues with finding fabricators and materials. Col Lamb, 21st Cav Commander spoke with Mr. Deshotel and told him that he would be glad to help arrange funding but that firm numbers were a must. Mr. Deshotel agreed to pursue the matter and hopefully have everything needed to begin construction of the weights to include a firm estimate of costs by the next Installation Council meeting. - OPEN

FHFSSC – Old Business

- **Issue**: Touchdown Maneuvers in the WTA.
- **Discussion**: The 166th Aviation Brigade would like to conduct Emergency Procedure Training IAW the appropriate ATM at NFH, Brownwood, Brady and San Saba. NFH is not currently listed as one of the authorized areas in Ft. Hood 95-1.

- The Installation Committee agreed during the 4th Quarter 10 meeting that there should be maximum flexibility for units to conduct their training. CW5 Green and CW5 Gollmyer were asked to develop a paragraph that will allow such training to be conducted at any suitable airstrip or airfield in the local flying area and include an allowance for unit commanders to approve similar training when operating outside the local flying area. This paragraph was to be presented at the next Installation Committee meeting for approval to be incorporated into FH 95-1.

- The following slide shows the recommended change to FH 95-1.

FHFSSC – Old Business

Issue: Touchdown Maneuvers in the WTA.

5-15. Rotary wing emergency procedures training (current)

a. RGAAF is the primary location for emergency procedure training. IPs desiring to use the south center sod touchdown area must visually inspect the surface for suitability.

b. HAAF may be used, traffic permitting. Not more than two aircraft are allowed in closed traffic to the active runway at any one time.

c. Rotary wing IPs and SPs may perform simulated engine failure to termination with power at:

(1) Airfields designated for emergency procedures training which meet the requirements of AR 95-1.

(2) Landing strips 12, 22, 41, Antelope DZ and Rapido DZ.

d. Practice running landings by skid-mounted aircraft assigned to III Corps are not authorized at the Lampasas, San Saba, and Brady airports.

5-15. Rotary wing emergency procedures training (re-write)

a. All rotary wing emergency procedure training will be conducted IAW AR 95-1.

b. RGAAF is the primary location for single engine touchdown emergency procedure training. IPs who wish to use the south center sod touchdown area must visually inspect the surface for suitability.

c. HAAF may be used for single engine touchdown emergency procedure training, traffic permitting. Not more than two aircraft are allowed in closed traffic to the active runway at any one time.

d. Single engine touchdown emergency procedure training conducted to the ground may be conducted at any other suitable airstrip, landing strip or airfield in the local flying area where crash rescue is readily available. Commanders may authorize single engine emergency procedure training conducted to the ground outside the local flying area to any suitable airstrip, landing strip or airfield where crash rescue is readily available outside the local flying area on a case by case basis.

d. Multi-engine emergency procedure training conducted to the ground may be conducted at any suitable airstrip, landing strip or airfield in the local flying area. Commanders may authorize multi-engine emergency procedure training conducted to the ground to any suitable airstrip, landing strip or airfield outside the local flying area on a case by case basis.

FHFSSC – Old Business

- **Issue**: Weather Warnings in the Western Training Area (WTA) – The following Discussion and Recommendation were briefed at the 4th Quarter 10 FHSSC meeting and was considered closed after discussion.
- The issue, however, has resurfaced as there has apparently been no change to the way Weather Warnings are issued.
- **Discussion**: The large amount of terrain that a weather warning can close can have an adverse impact on operations per FH 95-1.
- **Recommendation:** The current breakdown of weather warnings in the western training has been by the entire WTA and, at best, by quadrant. It could be further broken down by the actual western training area sector.

- Furthermore, if Hood Radio and Gray and Hood Towers are to announce weather warnings as they occur they should also announce severity and other details.

FHFSSC – New Business

- **Issue**: Combining Local Flight Plans with VFR Flight Plans

- **Discussion**: Per Tracy Crawford

FHFSSC – New Business

- **Issue**: UAS Pre-Accident Plan and FH 95-23

- **Discussion**: Per Gary Tomlin

FHFSSC – New Business

- **Issue**: Installation Stacom (Standardization Communication)

- **Discussion**: Per CW5 Green

FHFSSC – New Business

- **Issue**: Use of Flight Strips 12, 22, 41

- **Discussion**: Per CW5 Green

4-3. Sole use airspace

d. Sole use airspace rights and procedures do not include civilian airfields in the
WTA or the airspace within 1,000 meters of strips 12, 22 and 41.

4-4. Free use airspace

c. Strips 12, 22 and 41 are also free use, first-come, first-serve. The use of landing
strips 12, 22 and 41 includes surface rights on the strip and within 500 meters from the centerline and threshold of the strips. Sole use of landing strips 12, 22 and 41 and
accompanying airspace must be scheduled through DPTMS Range Division and a
L-NOTAM formatted IAW to paragraph 5-2. Submit the L-NOTAM IAW

FHFSSC – New Business

- **Issue**: NOTAMS
- **Discussion**: Per CW5 Green

- **L0439/10** - TEMP ROZ FOR UAS ACTIVITY AT LS-12 (FROM PV0857 TO PV1357 TO PV1351 TO PV 0851 TO BEGINNING) . 12 OCT TO 15 NOV 10 FROM 0700L TO 1600L EACH DAY EXCLUDING WEEKENDS. EXCEPT FOR PARTICIPATING AIRCRAFT, NO FLIGHT BELOW 5000 MSL. LS-12 CLOSED TO NONPARTICIPATING AIRCRAFT. LAUNCH AND RECOVERY WILL BE FROM LS-12 (PV 103 538). UAS ACTIVITY WITHIN R-6302A AND C, 1000L TO 1600L, 5000 MSL AND BELOW. WEST A, BETWEEN HENRY AND MANNING CLOSED. EXCEPT FOR PARTICAPATING AIRCRAFT NO WESTSIDE RED LINE FLIGHTS. POC MR GURLEY, 469-568-2431. 12 OCT 11:43 2010 UNTIL 15 NOV 23:00 2010. CREATED: 12 OCT 11:50 2010

- **L0423/10** - 3-4 AHB IS CONDUCTING AERIAL DOOR GUNNERY IN THE VICINITY OF BROWNS CREEK MULTI-USE RANGE WITH FARRP OPERATIONS AT FARRP-E AND FARRP-W, TEMP ROZ, EXCEPT FOR PARTICAPATING ARICRAFT NO FLIGHT BELOW 3000 MSL, TA 60, 61 AND 62. 0600L, 28 SEP TO 2359L, 20 OCT 10. EXCEPT FOR PARTICIPATING AIRCRAFT NO WEST SIDE REDLINE FLIGHTS. POC: CW4 ALMERAZ, 254-423-2843. CONTACT BROWN'S CREEK ADMIN FM/SC/RED: 42.200 OR BROWN'S CREEK FIRES FM/SC/RED: 45.75. 28 SEP 11:00 2010 UNTIL 21 OCT 04:29 2010. CREATED: 25 SEP 17:17 2010

- **L0380/10** - LONGHORN ATC TWR OPERATIONAL 0900L TO 0100L DAILY, 20 MAY 10 UFN. FOR LANDING SHORTHORN OR LONGHORN CONTACT LONGHORN TWR: 38.90, 237.5. (USE THESE CP'S ONLY IF ON THE CARS AND GOING INTO LONGHORN OR SHORTHORN; WEST A CP STRAW, PV 210714; WEST B CP RIVER, PV 211748; EAST A CP FLAT, PV 285663, EAST B CP LEON JUNCTION, PV 335687; THESE ARE NOT TO BE USED FOR CARS TRANSITIONS AT CARS ALTITUDES). FUEL FOR MOB UNITS ONLY. 143.0 OTS UFN, CAUTION POSSIBLE BROWN OUT CONDITIONS IN PARKING AT LONGHORN, CAUTION TAC ATC EQUIPMENT IN SOD AREA. POC: SSG HENNESSY, 254-681-4430. 23 AUG 20:30 2010 UNTIL 15 NOV 23:59 2010. CREATED: 23 AUG 20:34 2010

Open Forum

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- Closing Comments

- 2nd Quarter FY 11 meeting time and place TBD.